Exhibit 300: Capital Asset Summary

Part I: Summary Information And Justification (All Capital Assets)

Section A: Overview & Summary Information

Date Investment First Submitted: 2009-06-30
Date of Last Change to Activities: 2012-08-21
Investment Auto Submission Date: 2012-02-29
Date of Last Investment Detail Update: 2012-02-24
Date of Last Exhibit 300A Update: 2012-08-21
Date of Last Revision: 2012-08-21

Agency: 024 - Department of Homeland Security **Bureau:** 60 - United States Coast Guard

Investment Part Code: 01

Investment Category: 00 - Agency Investments

1. Name of this Investment: USCG - Nationwide Automatic Identification System (NAIS)

2. Unique Investment Identifier (UII): 024-000006005

Section B: Investment Detail

1. **Provide a brief summary of the investment, including a brief description of the related benefit to the mission delivery and management support areas, and the primary beneficiary(ies) of the investment. Include an explanation of any dependencies between this investment and other investments.**

NAIS is an integrated system that meets Presidential and Congressional mandates and the need to effectively use AIS data throughout the U.S.''Maritime Domain. It is an integrated network of AIS receivers and transmitters, data processing and storage centers, and user interface services that capture, exchange, and analyze data of critical interest for maritime safety and security. Data collected by NAIS supports the nation's maritime interest, from the safety of vessels and ports through collision avoidance, to the safety of the nation through detection, traffic identification, and classification of vessels. ""The USCG, along with USACE, IRS, and CBP is a charter member of the FINDE project. The agencies work together to leverage AIS information and services to create a federally integrated system to achieve the common and individual strategic goals. FINDE utilizes USCG's enterprise services architecture to identify commercial vessels, their movements, and related data. Agencies participating in FINDE will leverage and share existing resources in a federally integrated effort lead by the USCG; this effort achieves greater capability through more efficient use of existing resources.""The primary beneficiaries of NAIS include: USCG, CBP, Navy, Army Corps of Engineers, NOAA, IRS, indirectly to the international community through MSSIS, and port partners. Maritime Operational Threat Response benefits in achieving a coordinated U.S. Government response to threats to the US in the maritime domain. NAIS will facilitate the Coast Guard response to threats in the maritime domain by enabling better visibility of

suspect vessels as well as other vessels in the vicinity. NAIS will allow for visibility and tracking of U.S. Government vessel assets for improved overall coordination of resources. Maritime Communications benefits are associated with improved USCG ability to communicate with vessels in support of various USCG missions. These benefits include the enhanced exchange of navigation information, improved communications interoperability with foreign vessels and other Government agencies' vessels, and backup capability to the Rescue"21 voice systems via AIS messaging. ""NAIS is dependent upon the following:"* Saint Lawrence Seaway Development Corporation"* NOAA"* USACE"* NWS"* Hawkeye"* San Francisco & Alaska Marine Exchanges"* USCG PCSS""The following USCG systems are dependent upon NAIS:"* IOC"* WebCOP"* eGIS"* MISLE"* MAGNet".

2. **How does this investment close in part or in whole any identified performance gap in support of the mission delivery and management support areas? Include an assessment of the program impact if this investment isn't fully funded.**

The NAIS project enhances homeland safety and security by complementing other surveillance and intelligence systems. The need for NAIS derives from the U.S. obligations under the SOLAS, an international treaty, and the MTSA Act of 2002. Section 70113 of MTSA directs the USCG to implement a system to collect, integrate, and analyze information concerning vessels operating in or bound for waters subject to the jurisdiction of the U.S., including information related to crew, passengers, cargo, and intermodal shipments. Section 70114 of MTSA requires that certain vessels while operating on the navigable waters of the US, be equipped with and operate an automatic identification system under regulations prescribed by the Secretary. Senate Report 108-86 directs the AIS initiative be funded and the USCG identify specific capabilities that should be part of the system. The NAIS system is deployed in accordance with the standards established by the International Maritime Organization, of which the United States is a member. While NAIS is currently not fully funded, the Coast Guard has defined and is implementing a plan to maximize the funding received to provide solid benefits to the Maritime Community. NAIS has deployed Increment 1 which includes Receive only capability up to 12 nautical miles at 58 ports. Increment 2 will be completing DT and OT and seeking Full Production ADE3 in 2012. “Initial purchases” have already occurred for the first three Sectors. Increment 2 was planned to extend the range to 24 nautical miles for transmit and 50 NM for receive capabilities to all 58 ports. Due to the reduced funding, the Coast Guard will deploy Increment 2 to as many of the 58 ports as possible before funding is exhausted. Increment 3, leverage commercial satellite systems and extend receive coverage to 2000 nautical miles, is currently unfunded. A fully funded Increment 3 capability would enable the Coast Guard to improve Maritime Domain Awareness, allowing for advanced Notice of Arrival validation. This capability would allow watchstanders to detect anomalies, deviations from planned operations, and threats before vessels enter U.S. waters.

3. **Provide a list of this investment's accomplishments in the prior year (PY), including projects or useful components/project segments completed, new functionality added, or operational efficiency achieved.**

Completed site surveys: * Houston-Galveston: 1 LSS and 7 PSS * Corpus Christi : 1 LSS and 4 PSS * New York : 1 LSS and 8 PSS * Long Island : 1 LSS and 7 PSS * Baltimore : 1 LSS and 4 PSS I-2 SELC milestones have been achieved: SDR, PDR, CDR * Integrated Factory Acceptance Testing * Operational Test Authority drafted OT&E Plan, Passed

Transmission Test Oversight Procedures * Granted Firewall Waiver Requests and implemented on EDC to meet CG Network Security requirements ADE-3 Status CMP completed adjudication. * Updated Deployment Plan (DP). * Project Life Cycle Cost Estimate (PLCCE) entered sequential clearance. * Updated the PMP on 20Jun11 * RMP entered sequential clearance on 27Jun11 * TEMP approved byDHS approval. * Completed adjudication for Project SELC Tailoring Plan on 30Jun11. * RMP approved by CG.

4. **Provide a list of planned accomplishments for current year (CY) and budget year (BY).**

For FY2012, the NAIS Project will resume I-2 testing following NAIS firewall reconfiguration of the Enterprise Data Center (EDC). In addition, the NAIS Project is focused on targeting deployment of permanent transceive capability (Increment 2) by continuing one-for-one replacement of interim prototype capability originally deployed in 58 critical U.S. ports, with permanent solution design and technology to the 58 critical U.S. ports. Specifically, the following activities are planned for FY2012 and FY 2013: -In FY 2012, Complete site surveys of R21 sites within seven Sectors (Sectors San Francisco, LA/LB, San Diego, Miami, Key West, and Puget Sound) to co-locate NAIS equipment with R21 infrastructure to provide NAIS coverage for ports within these sectors. -Equipment deployments to Sectors New Orleans and Houston-Galveston that will recapitalize another ten of the 58 ports with the permanent system. -In FY 2013, Complete site surveys of R21 sites within six Sectors (Sectors Columbia River, Charleston, North Carolina, Jacksonville, St Petersburg, and Boston) to co-locate NAIS equipment with R21 infrastructure to provide NAIS coverage for ports within these sectors. -Equipment acquisition, including procurement of NAIS base station equipment, antennas, networking equipment, annual software licensing, and other shelter and site equipment for these sectors.

5. **Provide the date of the Charter establishing the required Integrated Program Team (IPT) for this investment. An IPT must always include, but is not limited to: a qualified fully-dedicated IT program manager, a contract specialist, an information technology specialist, a security specialist and a business process owner before OMB will approve this program investment budget. IT Program Manager, Business Process Owner and Contract Specialist must be Government Employees.**

2009-03-12

Section C: Summary of Funding (Budget Authority for Capital Assets)

1.

Table I.C.1 Summary of Funding

	PY-1 & Prior	PY 2011	CY 2012	BY 2013
Planning Costs:	$25.4	$0.0	$0.0	$0.0
DME (Excluding Planning) Costs:	$95.5	$0.0	$5.0	$6.0
DME (Including Planning) Govt. FTEs:	$0.0	$0.0	$0.0	$0.0
Sub-Total DME (Including Govt. FTE):	$120.9	0	$5.0	$6.0
O & M Costs:	$43.8	$22.2	$22.4	$22.7
O & M Govt. FTEs:	$3.8	$3.0	$3.8	$4.3
Sub-Total O & M Costs (Including Govt. FTE):	$47.6	$25.2	$26.2	$27.0
Total Cost (Including Govt. FTE):	$168.5	$25.2	$31.2	$33.0
Total Govt. FTE costs:	$3.8	$3.0	$3.8	$4.3
# of FTE rep by costs:	146	43	62	63
Total change from prior year final President's Budget ($)		$0.0	$0.0	
Total change from prior year final President's Budget (%)		0.00%	0.00%	

2. If the funding levels have changed from the FY 2012 President's Budget request for PY or CY, briefly explain those changes:

FY2016 Cost estimates have been included in the current CIP; no other changes on previously reported fiscal years have been made.

Section D: Acquisition/Contract Strategy (All Capital Assets)

Table I.D.1 Contracts and Acquisition Strategy

Contract Type	EVM Required	Contracting Agency ID	Procurement Instrument Identifier (PIID)	Indefinite Delivery Vehicle (IDV) Reference ID	IDV Agency ID	Solicitation ID	Ultimate Contract Value ($M)	Type	PBSA ?	Effective Date	Actual or Expected End Date
Awarded	7008	HSCG2312FADA015	HSCG2307AADA019	7008							
Awarded	7008	HSCG2311FADP008	HSCG2307AADA019	7008							
Awarded	7008	HSCG2312JADA014	HSCG2311DADB023	7008							
Awarded	7008	HSCG2309CADP001	HSCG2307AADA019	7008							

2. If earned value is not required or will not be a contract requirement for any of the contracts or task orders above, explain why:
The current production (DME) contract for NAIS - Northrop Grumman Engineering Support HSCG23-09-C-ADP001 - includes requirements for the contractor to employ an EVM system which is ANSI/EIA Standard-748 compliant. The EVM Data is analyzed in detail on a monthly basis by the NAIS project team. Future prime or production (DME) contracts for NAIS I2 Design & Deployment beyond the first three sectors - will also include EVM recording and reporting requirements. The NAIS project office has developed an EVM Plan which outlines the process for providing timely, valid, and auditable project costs and schedule status information to NAIS management, team members and stakeholders. The Plan adheres to the ANSI/EIA Standard 748-A criteria and therefore utilizes EVM principles, tools and techniques to fully integrate requirements/scope, schedule, and cost objectives. The EVM Plan was included as part of the Project Management Plan and was approved by the US Coast Guard Headquarters Acquisition Directorate (G-A) on 11/15/05. For those contracts that do not require EVM because they are either FFP or are below USCG established EVM reporting thresholds, the NAIS project team reviews monthly status reports to verify that work accomplished is consistent work reported in the status report. Regardless of contract type, size or duration, the CG NAIS PM meets regularly with the contractual PMs to verify that work is being met within contractually established cost, schedule, and performance metrics.

Exhibit 300B: Performance Measurement Report

Section A: General Information

Date of Last Change to Activities: 2012-08-21

Section B: Project Execution Data

Table II.B.1 Projects

Project ID	Project Name	Project Description	Project Start Date	Project Completion Date	Project Lifecycle Cost ($M)
1	Increment 2	Design, Planning, and Recapitalization of I-1 Hardware.			
2	Maintenance Support	Maintenance activities to support deployed Increment-1 solution.			

Activity Summary

Roll-up of Information Provided in Lowest Level Child Activities

Project ID	Name	Total Cost of Project Activities ($M)	End Point Schedule Variance (in days)	End Point Schedule Variance (%)	Cost Variance ($M)	Cost Variance (%)	Total Planned Cost ($M)	Count of Activities
1	Increment 2							
2	Maintenance Support							

Key Deliverables

Project Name	Activity Name	Description	Planned Completion Date	Projected Completion Date	Actual Completion Date	Duration (in days)	Schedule Variance (in days)	Schedule Variance (%)
1	Engineering	Increment II – Initial Core DT&E events during Q4FY11	2011-09-30	2011-10-31	2011-10-31	91	-31	-34.07%
1	Engineering	Increment II – Final	2012-03-30	2012-08-15		73	-154	-210.96%

Key Deliverables								
Project Name	Activity Name	Description	Planned Completion Date	Projected Completion Date	Actual Completion Date	Duration (in days)	Schedule Variance (in days)	Schedule Variance (%)
		Core DT&E events						
1	C&A Support	Certification & Accreditation Support	2012-07-30	2012-07-30	2012-07-01	195	29	14.87%
1	Site Surveys	Conduct Physical Shore Station (PSS) Site Surveys	2012-09-30	2012-09-30		182	0	0.00%

Section C: Operational Data

Table II.C.1 Performance Metrics

Metric Description	Unit of Measure	FEA Performance Measurement Category Mapping	Measurement Condition	Baseline	Target for PY	Actual for PY	Target for CY	Reporting Frequency
# of unique vessel contacts transmitted to the US intelligence community per year which also supports the Strategic Goals to Protect the Nation from Dangerous People and Goods	Number	Mission and Business Results - Services for Citizens	Over target	5000.000000	16000.000000	12100.000000	40000.000000	Quarterly
% of CONUS coastal areas with AIS receive messaging available to the maritime community	Percent	Technology - Efficiency	Over target	50.570000	60.110000	50.570000	60.110000	Quarterly
% of CONUS coastal areas with AIS transmit messaging available to the maritime community	Percent	Technology - Efficiency	Over target	0.000000	13.910000	0.000000	13.910000	Quarterly
# of Coast Guard Command Centers with access to NAIS functionality via local command and control system	Number	Technology - Quality Assurance	Over target	3.000000	3.000000	3.000000	3.000000	Quarterly
# of other government systems receiving AIS message data	Number	Process and Activities - Management and Innovation	Over target	0.000000	2.000000	19.000000	19.000000	Quarterly
# of ports with coverage & capability to receive AIS message data	Number	Customer Results - Service Coverage	Over target	58.000000	58.000000	58.000000	58.000000	Quarterly
# of CG Sectors with both AIS receive (out to 50 nm from shore) and transmit (out to 24 nm from shore)	Number	Customer Results - Service Coverage	Over target	0.000000	0.000000	0.000000	5.000000	Quarterly

Table II.C.1 Performance Metrics

Metric Description	Unit of Measure	FEA Performance Measurement Category Mapping	Measurement Condition	Baseline	Target for PY	Actual for PY	Target for CY	Reporting Frequency
capabilities								
% Availability for NAIS system	Percent	Technology - Reliability and Availability	Over target	96.000000	96.000000	99.410000	96.000000	Monthly
# of NAIS equipment outages per 170 units	Number	Customer Results - Customer Benefit	Under target	7.000000	0.000000	6.000000	0.000000	Monthly